

STATE OF MICHIGAN—In the Circuit Court for the County of Gratiot, in Chancery.

Alfred W. Cohoon, Complainant, vs. Henry Shults, his unknown heirs, legatees, devisees or assigns; Mrs. Francis Uter, her unknown heirs, legatees, devisees or assigns; George Demory, his unknown heirs, legatees, devisees, or assigns; William L. King, his unknown heirs, legatees, devisees or assigns; Mrs. Earnest G. White, her unknown heirs, legatees, devisees or assigns; Jimima Z. Webb, her unknown heirs, legatees, devisees or assigns; Elijah H. Travis, his unknown heirs, legatees, devisees or assigns—Defendants.

At a session of the said Court held at the Court House in the village of Ithaca in said County, on the 2nd day of May, A. D. 1914, Present, the Honorable Kelly S. Searl, Circuit Judge.

Alfred W. Cohoon, the above named complainant, having filed in said cause a Bill of Complaint against the above named and unnamed and unascertained defendants, and which said suit is brought to quiet and remove the clouds from the title to lands situated in the County of Gratiot and described as follows: The South one-half (S. 1-2), of the North one-half (N. 1-2), of the Northeast one-quarter (NE. 1-4), and also the North one-half (N. 1-2), of the North one-half (N. 1-2), of the Northeast one-quarter (NE. 1-4), of Section Nineteen (19) Township Number Twelve (12) North of Range Three West, Michigan, and the said Bill of Complaint have been duly verified by the said Complainant, and

It is factually appearing to the Court from said verified Bill of Complaint and from affidavits on file in said cause that diligent search and inquiry having been made, to ascertain the present residence and whereabouts of the above named defendants, Henry Shults, Mrs. Francis Uter, George Demory, William L. King, Mrs. Earnest G. White, Jimima Z. Webb, and Elijah H. Travis, and their unknown heirs, legatees, devisees and assigns, and it is not known and cannot be ascertained whether they or any of them are living or dead, or where he, she or they may reside, if living, or whether the apparent title, right, interest, claim in or to the said lands has been by them or by any of them assigned to any person or persons, or if dead, whether he, she or they have personal representatives or heirs living, or where they, or some of them may reside, if living, or whether said apparent title, interest, claim or possible right has been disposed of by will, and, if by will, who were his, her or their heirs, legatees, devisees or assigns.

Therefore on motion of Chas. H. Goggin, Solicitor for Complainant, it is ordered that the above named defendants, Henry Shults, Mrs. Francis Uter, George Demory, William L. King, Mrs. Earnest G. White, Jimima Z. Webb, and Elijah H. Travis, or their unknown heirs, legatees, devisees or assigns, cause his, her or their appearance to be entered in this cause on or before the second day of October, A. D. 1914, and in case of his, her or their appearance that he, she or they cause his, her or their answer or answers to Complainant's Bill of Complaint, to be filed in said cause and a copy or copies thereof to be served on Complainant's solicitor within twenty days after service on him, she or they, of a copy of said Bill of Complaint, and notice of this order, and in default thereof, said bill of complaint be taken as confessed by said defendants or so many of them as shall be in default.

And it is further ordered, that within twenty days after the date of this order the Complainants cause a copy thereof to be published in the Alma Record, a newspaper printed, published and circulating in said county, and that such publication be continued therein at least once each week for six successive weeks, or that a copy of this order be personally served on each of said defendants at least twenty days before the time prescribed herein for their appearance.

Attest: KELLY S. SEARL, Circuit Judge.

Countersigned: R. E. HUGHES, Register in Chancery.

This suit is brought to quiet title and remove clouds from the title to the land described in said Bill of Complaint as follows:

The south one-half (S. 1-2), of the north one-half (N. 1-2), of the northeast one-quarter (NE. 1-4), and also the north one-half (N. 1-2), of the north one-half (N. 1-2), of the northeast one-quarter (NE. 1-4), of section nineteen (19) township number twelve (12) north of range three west, Michigan.

CHARLES H. GOGGIN, Solicitor for Complainant.
Business Address, Alma, Michigan. 18357

STATE OF MICHIGAN, the Probate Court for the County of Gratiot.

At a session of said court, held at the Probate office in the village of Ithaca in said county, on the 6th day of May 1914.

In the matter of the estate of Mary J. Best, deceased.

Present, J. Lee Potts, Judge.

The above estate having been admitted to Probate and P. W. Creaser of Alma, Michigan, appointed administrator thereof.

It is ordered, that four months from this date be allowed for creditors to present their claims against said estate and that such claims will be heard by said court on Tuesday, the 8th day of September, next, at ten o'clock in the forenoon.

It is further ordered that public notice thereof be given by publication of this order for three successive weeks previous to said day of hearing, in the Alma Record, a newspaper printed and circulated in said county.

J. LEE POTTS, Judge of Probate.
A true copy. BELLE JENNE, Clerk of Probate. 8364

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THE EMPRESS OF IRELAND GOES TO BOTTOM OF ST. LAWRENCE RIVER

After Collision With the Collier Storstad—More Than One Thousand Lives Lost In the Greatest Marine Disaster Since the Loss of the Titanic Two Years Ago

THE greatest marine disaster since the sinking of the Titanic and rivaling it in extent occurred off Father Point, the landing place down from Rimouski, Que., when the Empress of Ireland, crack ship of the Canadian Pacific's Atlantic fleet, was in collision with the big cargo steamer Storstad, bound in, loaded with coal.

The Empress of Ireland sank in nineteen minutes after the collision, and close to 1,000 lives were lost. In the Titanic disaster, April 14, 1912, the life loss was about 1,503.

Asleep When Crash Came.

A dense fog covered the gulf of St. Lawrence at the time of the collision. The point where the disaster occurred is slightly less than 200 miles from Quebec, from which port the Empress of Ireland sailed May 28.

At this time of the year accidents in the gulf of St. Lawrence are frequent and oftentimes serious. This great disaster of the sea is remarkable in that it happened not in midocean, but so close to land that the operations of the government vessels, the Storstad and the lifeboats were plainly visible from the tower above

been summoned by the wireless telegraph on board the doomed liner.

The Canadian government steamer Eureka and the mail tender Evelyn were at Father Point when the wireless station at that point received at 2:30 in the morning quick, frantic "S O S" signals. Both vessels were under steam and went out at once at their highest speed.

The wireless calls weakened rapidly. Fifteen minutes after the first was received they ceased. The rescue vessels were without wireless, and until dawn there was no news from the wreck.

Whistles Echo In Fog.

Captain Kendall was on the bridge of the Empress of Ireland when at 2:30 o'clock he heard the siren of a vessel close at hand. The vessel was the collier Storstad, Captain Anderson, laden with 7,000 tons of coal and bound from Sydney, N. S., to Quebec.

With signals sounding the vessels approached each other in the fog. The boom of the siren of the Storstad grew louder with each repetition. Captain Kendall ordered the engines stopped, and the big passenger steamship lay to in the fog while the officers on the bridge peered anxiously into the fog to try to locate the ship so close at hand.

The whistle signals of the two vessels echoed in the fog. From the re-

ounded by a score of lifeboats, caused gasps of relief to the watchers who had strained their eyes through the night.

With marine glasses the spot on the peaceful bosom of the river where the Empress of Ireland had gone down was clearly visible with the lifting of the fog after sunrise. Not even floating wreckage was to be made out on the surface of the water, ruffled by the morning breezes.

The fog lifted shortly after sunrise, and it was that which enabled those ashore to make out the scene with glasses and thus confirm the fears that the worst had happened to the Empress of Ireland.

Wireless Tells Story.

Brief wireless dispatches were sent from the Storstad, which gave thrilling and graphic details of the disaster. From the quickness of the time in which the Empress of Ireland sank some of the passengers were caught in their berths and drowned. Others, in their night clothing, rushed to the rail and flung themselves into the sea without waiting to put on life preservers.

Both men and women were picked up with children clasped in their arms. There was little opportunity for the



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EMPRESS OF IRELAND, CRACK CANADIAN PACIFIC-ATLANTIC STEAMSHIP (1), ST. LAWRENCE RIVER OFF FATHER POINT, WHERE VESSEL SANK (2), AND CAPTAIN KENDALL OF THE ILL FATED SHIP.

the telegraph station at Father Point and from other elevated spots along shore. The coast along that part of the St. Lawrence is of volcanic rock formation, and it would have done Captain Kendall no good to try to run his vessel ashore. In fact, it is believed that his engine rooms were so quickly flooded that the vessel was powerless from the moment of the collision.

On account of the hour at which the vessels came together—2:30 o'clock in the morning—only those actually engaged in the navigation and operation of the steamers were awake. The others were in their berths asleep.

The collier ripped open a great hole in the liner, and there was but scant time for the launching and manning of lifeboats. The confusion aboard the vessel was of the wildest as the passengers were shaken out of their slumber into immediate contact with the gravest peril. A large majority of those who were saved were clad only in their night attire, with clothing in their hands, hastily seized as they fled to the deck.

The first authentic account of the cause of the collision was sent to Captain Walsh, marine superintendent of the Canadian Pacific at Montreal. It was:

"Empress of Ireland stopped by dense fog. Struck amidships in vital spot by collier Storstad."

It was followed a little later by a dispatch from Captain H. G. Kendall of the wrecked ship to Captain Walsh, which contained the two words:

"Ship gone."

The Empress of Ireland was probably the fastest transatlantic liner plying between Canadian ports and Liverpool. She established a record in 1906, three years after her launching, when she made the voyage from Quebec to Liverpool in five days and ten hours.

At the time of her fatal crash with the collier she was bound for Liverpool with her 1,437 souls, a heavy mail and a valuable cargo.

Three hundred and fifty men and women were saved by miraculously rapid work with the lifeboats that had

ports at hand it appears that the captain of the Storstad or whoever was in charge at the time had no idea that the other vessel was so close. The Storstad was wallowing along at a good rate of speed when she was sighted from the Empress of Ireland. The clumsy collier was headed for the liner, which presented a broadside target.

Deep laden, her decks almost awash, the Storstad blundered along. Her steel prow tore into the side of the Empress of Ireland. The force of the blow was exerted below the water line. The big liner keeled over and then settled back as the Storstad, after a minute or two, became disengaged and drifted away in the fog.

For only a moment the Empress remained on an even keel. Swiftly she began to sag toward the side that had been torn in the collision. Water was gushing into her hull in torrents, flooding her engine and boiler rooms and compartments. Steadily she keeled over, pulled by the weight of the water below.

The wireless operator sent out an "S O S" call, repeating it frantically. It was heard by the wireless operator at the big station at Father Point, a few miles away.

At the long steamship dock at Father Point were the Canadian government steamer Eureka, used for the transfer of pilots, and the government mail boat Lady Evelyn, tied up for the night. The wireless man at the shore station telegraphed the news that the Empress of Ireland was sinking to the land telegraph station a short distance away, and from the land telegraph station a messenger hurried to the Eureka and the Lady Evelyn.

By the time these vessels were ready to start the wireless operator had learned the position of the sinking Empress.

An Awesome Sight.

Waiting for light, without news and with only the least of hope after the sudden cessation of the steamship's wireless, the coming out of the misty dawn of the two rescue ships, sur-

rounders of the ill fated steamer to put into effect the old rule of the sea—women and children first. The disaster came so quickly and was so overwhelming that it was a case of every person for himself. Captain Kendall was picked up after jumping overboard.

One survivor on the damaged ship gave a brief and graphic description of what had happened. Said he:

"Through the fog we could mistily make out the figure of the ship which had run us down. She was listing badly, and we did not know whether she was going to the bottom or not. This feeling of uncertainty and the likelihood that our neighbor might be sinking with all on board aroused us to a still higher tension of excitement."

"Both men and women dropped to their knees upon the decks. Some prayed aloud. Some buried their faces in their hands and sobbed with a frenzy born of despair and the presence of death."

Survivors Suffered Terribly.

The condition of the survivors was pitiful. Some had broken arms and legs, and all had suffered terribly. L. E. Gossett, a lawyer from Montreal, saved himself by clinging to a raft.

When the rescue ships docked at Rimouski the station platform was converted into a hospital, and the townspeople, bringing food and clothing, united in a common effort to aid the sufferers. Twelve bodies, with faces covered, lay side by side on the wharf. They had made the lifeboats only to be fatally hurt. The vast majority of the saved were members of the ship's crew.

Besides Captain Kendall, the first and second engineers and the ship's surgeon were rescued. The captain was too overcome to give at first any extended account of the disaster. He had sent a wireless to his line after the vessel was struck, saying, "Ship gone."

The residents of Rimouski, numbering only 3,000, came silently to the dock where the dead and exhausted living were being landed and, under the direction of the mayor, H. R. Fleot,

gave aid wherever possible. Every doctor in the town was on the scene, and many of the injured were taken to private homes.

From cedar chests and closets the townspeople brought garments of all descriptions for those who had lost their belongings. Two headquarters were established—at the wharf and at the station of the Intercolonial railway. At the station those injured and not removed to homes were cared for.

The rescue boats Eureka and Lady Evelyn, found on reaching the point where the Empress sank a scene similar to that which greeted the liners which rushed to the Titanic's aid. They found the ship sunk and the surface of the water, fortunately calm, dotted with lifeboats and smeared with floating debris.

In the lifeboats were huddled the survivors, dazed and moaning, some of them dying of injuries sustained in the rush of leaving the sinking liner. Few could give anything but incoherent, almost hysterical, accounts of what had happened.

J. L. Black and Mrs. Black of Ottawa said they had jumped together into the river. They had been roused by the shock of the collision and, unable to get into a lifeboat, had risked the leap. They were picked up by a boat from the Lady Evelyn.

Of a party of 140 Salvation Army members only twenty were rescued. They had left Quebec, bound for the army's international conference in London. Among the Salvation Army passengers on the liner were the seventy members of the territorial staff band, one of the largest bands of the Salvation Army.

Description of the Ships.

The Empress of Ireland was a sister ship to the Empress of Britain. She was built at the Fairfield Shipbuilding company's works, Glasgow. She was 570 feet long and 63 feet 6 inches beam.

The disaster recalls the accident which happened to a sister ship of the ill fated vessel, the Empress of Britain, which two years ago rammed and sank the collier Helvetia in almost the same spot in which the Empress of Ireland collision took place.

She was built to accommodate 350 first cabin, 350 second cabin and 1,000 third class passengers. She was 14,500 tons register and about 20,000 tons displacement and was classed as an express steamship. There were five passenger decks, with a boat deck above. The upper deck was famous among travelers, affording a walk of about an eighth of a mile.

She had been plying in the service of her owners between St. John's and Quebec and Liverpool, and especially during the summer months carried large numbers of passengers.

The Storstad, a screw steamer, Captain Anderson, was built in 1910 at Newcastle, England, by Armstrong, Whitworth & Co., for A. F. Klaverness & Co. Her registered home port was Christiania, Norway, and she steamed under the Norwegian flag. She was 440 feet long, 58 feet 1 inch beam and had 24 feet 6 inches depth of hold. The Storstad was a craft of 3,561 tons, with triple expansion engines.

One of the features of the Empress of Ireland was the daily magazine published during the voyage, the news being received by Marconi wireless. Besides her wireless apparatus the Empress of Ireland was equipped with submarine signals to insure safety as far as possible. The big steamship was equipped throughout with electrical devices to add to the comfort of her passengers.

Kendall Captor of Crippen.

Captain Kendall, commander of the lost liner, the Empress of Ireland, gained prominence in world news at almost the very spot where his steamer sank. He is the man who procured the arrest of Dr. Hawley Harvey Crippen, murderer of his wife, Belle Elmore, the actress.

Captain Kendall, who holds the rank of lieutenant in the Royal Naval reserves, was in 1910 commander of the liner Montrose, on which Crippen fled from the continent with Ethel Clare Le Neve, love of whom inspired him to murder his wife.

The commander of the liner recognized the Le Neve girl from photographs in a London paper, which he had on board the ship. He flashed the news by wireless, and Inspector Dew of Scotland Yard met the Montrose at Father Point on the Canadian government ship Eureka—one of the two rescue boats that went to the aid of the Empress of Ireland. The inspector had made the trip across on a faster ship than the Montrose, passing that vessel on the way.

At Father Point everybody was ordered below, and Dew went aboard and placed Crippen under arrest.

Captain Kendall, through the shrewdness and sagacity he displayed in assisting the police to take Crippen, became a hero of two continents. So carefully did he conceal his detective work aboard ship that not a soul besides himself and Llewellyn Jones, the wireless operator, even knew that a person suspected of being Dr. Crippen was among the passengers.

Laurence Sydney Brodribb Irving, one of the passengers on the Empress, was the second son of Sir Henry Irving and widely known in England as an actor, author and manager. He made his first appearance on the stage with F. R. Benson's Shakespearean company in Dundee in 1903.

Mr. Irving played in his father's company from 1900 to 1904 and then for two years toured with his wife, Mabel Lucy Hackney Irving. He was the original Crawshaw in "Raffles."

Mr. Irving wrote many sketches for the stage and translated Sardou's "Robespierre," Maxim Gorki's "The Lower Depths" and other plays.

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